

# Claims

- [c1] 1. A method for supplying fuel to a combustion chamber comprising:  
providing at least one main injector (3) and at least one pilot injector (2), with a first flow of fuel being supplied to the pilot injector during start-up of the combustion chamber via a first regulator valve (7), and wherein a second flow of fuel, which is substantially smaller than the first flow of fuel, is supplied to the pilot injector (2) in order to achieve a specific operating state, distinct from start-up, via a second regulator valve (9) which is designed to regulate a substantially smaller flow than the first regulator valve (7); and  
arranging the first regulator valve (7) to convey the first flow of fuel to the main injector (3) via a directional valve (11) when the combustion chamber is intended to be driven at an intermediate or high load state.
- [c2] 2. The method as recited in claim 1, further comprising:  
arranging the second regulator valve (9) to convey the second, smaller flow of fuel to the pilot injector (2) when the combustion chamber is intended to be driven at an intermediate or high load state.

[c3] 3. The method as recited in claim 1, further comprising:  
arranging the second regulator valve (9) to convey the  
second, smaller flow of fuel to the pilot injector (2) when  
the combustion chamber is intended to be driven at a  
low load state.

[c4] 4. The method as recited in claim 1, further comprising:  
arranging the combustion chamber in a gas turbine.

[c5] 5. An arrangement for supplying fuel to a combustion  
chamber comprising:  
at least one main injector (3) and at least one pilot injector (2), a fuel tank (4), a line system (5) coupled from the fuel tank to the injectors (2, 3), a pump (6) for pumping fuel from the tank to the injectors, and a first regulator valve (7) for regulating the flow of fuel in a first line (8) in the system which is connected to the pilot injector (2);  
a second regulator valve (9) configured to regulate the flow of fuel through a second line (10) in the system that is connected to the pilot injector (2), said second regulator valve (9) configured to regulate a substantially smaller flow than the first regulator valve (7); and  
said first line (8) being connected to the main injector (3) for regulating the flow to the latter with the aid of the first regulator valve (7) and a directional valve (11) located downstream of the first regulator valve, and an in-

intermediate line (12) connecting the first and second line (8,10) for conveying the fuel flow to at least one of the main injector (3) and the pilot injector (2).

- [c6] 6. The arrangement as recited in claim 5, further comprising:  
the second regulator valve (9) configured to regulate a flow that is at least is less than 20% of the flow regulated by the first regulator valve (7).
- [c7] 7. The arrangement as recited in claim 5, further comprising:  
the second regulator valve (9) configured to regulate a flow that is at least is less than 10% of the flow regulated by the first regulator valve (7).
- [c8] 8. The arrangement as recited in claim 5, wherein the arrangement is configured to supply fuel to the combustion chamber of a gas turbine.
- [c9] 9. The arrangement as recited in claim 8, wherein the gas turbine further comprises an exhaust-gas heat exchanger.